

## CHAPTER 3. CHECK AIRMAN, INSTRUCTOR, AND SUPERVISOR PROGRAMS

### SECTION 3. CHECK AIRMAN AND AIR TRANSPORTATION FLIGHT INSTRUCTOR TRAINING

**713. GENERAL.** This section provides guidance concerning the training requirements for check airmen and air transportation flight instructors.

*A. Candidates: Selection of Instructors and Nomination of Check Airmen.* The operator selects instructors and submits the selections for review by the principal operations inspector (POI). The operator nominates check airman and submits the nominees for approval by the POI. Since the experience levels of pilots and flight engineers vary among operators, it is impractical to specify minimum experience levels for candidates. In some cases, such as cases involving new operators, candidates may have relatively little flight experience. Regardless of experience levels, however, candidates must be able to demonstrate high levels of knowledge and skill in the applicable job functions. POI's must ensure that adequate training for check airmen and air transportation flight instructors is completed and documented in the applicable records.

*B. Single Pilot-In-Command (PIC) Operators.* Operators using aircraft with a single PIC present questions about training that is not addressed in regulations. For such operators, a check airman who performs competency and line checks may qualify and maintain currency by one of three methods: (1) the check airman may receive competency and line checks from a check airman from another operator or training center approved by the operator's POI; (2) if a level B, C, or D flight simulator that replicates the aircraft being used is available and is approved for use in that operator's training program, the check airman may receive competency checks in that simulator from a check airman from another operator or training center approved by the operator's POI; or, (3) the check airman may receive competency and line checks from an Federal Aviation Administration (FAA) inspector.

**715. TRAINING FOR FLIGHT INSTRUCTORS AND CHECK AIRMEN.** To ensure that its flight instructor or proficiency check airmen are adequately trained, each operator's approved initial flight instructor training program and initial check airman training

program shall include the training specified in Federal Aviation Regulations (FAR) §§ 121.411, 121.413 and Appendix H or FAR §§ 135.337 and 135.339, as applicable. Check airman and air transportation flight instructor candidates must satisfactorily complete the operator's approved initial, transition, or upgrade training programs for the desired aircraft and duty position. In addition, instructors must complete the operator's instructor training; check airmen must complete the operator's instructor and check airman training. Flight instructors and check airmen need not repeat curriculum segments in transition training that apply to more than one aircraft or duty position when they have completed those curriculum segments satisfactorily in previous training.

*A. Ground Training -*

- Pilot flight instructors (including flight instructors using simulators)
- Proficiency check airmen (including check airmen using simulators).
- Line check airmen.

Ground training for air transportation pilot flight instructors, pilot proficiency check airmen and line check airmen shall include the following topics:

- Fundamental principles of the teaching-learning process
- Teaching methods and procedures
- Instructor-student relationships

**NOTE: FAR §§ 121.413(b) and 135.339(b) provide that these topics need not be included when the candidate holds a Flight Instructor Certificate (CFI) issued by the FAA. These regulations do not relieve the operator of the responsibility for ensuring that instructors and check airmen remain proficient in these areas.**

- Regulatory and administrative functions of instructors and check airman, as appropriate

- Applicable FAR
- The operator's policies and procedures
- Methods, procedures, and techniques for conducting required checks
- Seat-dependent tasks for the specific aircraft
- Analysis of airman performance including identification of improper or insufficient training
- Crew resource management (CRM) concepts and vocabulary
- Appropriate corrective actions for unsatisfactory performance in training or evaluation
- Guidelines and safety measures for emergency situations likely to develop in conducting the required normal, abnormal, and emergency procedures in an aircraft and in a simulator, as appropriate
- The consequences of improper or untimely safety measures

#### B. Flight Training -

- Flight instructors - Aircraft - Simulators
- Proficiency check airmen - Aircraft - Simulators
- Line check airmen

Flight training shall include the following:

- Enough flight training and practice in conducting training (and flight checks for check airmen) from the left and right pilot seats using the required normal, abnormal, and emergency procedures to ensure the individual's competency in conducting the required flight training (and pilot flight checks if applicable). For an air transportation flight instructor-aircraft and a proficiency check pilot-aircraft, training and practice in the takeoff and landing events of the operator's approved training program must be conducted in an aircraft; the remainder of the training may be conducted in a simulator. For an air transportation flight instructor-simulator only and a proficiency check airman-simulator only, this training may be completed entirely in a flight simulator

- For proficiency check airmen/line check airman-aircraft training in flight in an aircraft supervising normal takeoffs and landings from either pilot seat. The operator shall ensure that the check airman candidate is thoroughly trained in second-in-command (SIC) functions and capable of accomplishing them competently while supervising and evaluating a new captain
- Guidelines and safety measures for emergency situations likely to develop in conducting the required normal, abnormal, and emergency procedures in an aircraft and in a simulator, as appropriate
- The consequences of improper or untimely safety measures

C. *Flight Training - Flight Engineer Instructors.* Flight training shall include the following:

- Enough flight training and practice to ensure the instructor's competency. Normal, abnormal, and emergency procedures shall be covered. For a flight engineer instructor - all checks, flight training may be completed entirely in a flight simulator device
- Guidelines and safety measures for emergency situations likely to develop in conducting the required normal, abnormal, and emergency procedures in an aircraft and in a simulator, as appropriate
- Consequences of improper or untimely safety measures

D. *Credit for Check Airman Training - Multiple Operators.* A POI may approve a check airman to serve more than one operator. Equivalent training completed with one operator may be credited toward the check airman training requirement for another operator, in the discretion of the POI. Creditable training may include parts of ground training and flight training. For example, a check airman might be eligible for training credit under the following conditions:

- Employed by a training center
- Regularly performing proficiency or competency checks
- Using the same procedures for all operators

When procedures, aircraft, or types of operations differ, the POI shall require that the check airman candidate (for service with an additional operator) complete appropriate additional training. Appropriate

additional training shall address differences, and may comprise entire curriculum segments.

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